

The New Nation

Edward Bellamy — Editor

THE INDUSTRIAL SYSTEM OF A NATION, AS WELL AS ITS POLITICAL SYSTEM, OUGHT TO BE A GOVERNMENT OF
THE PEOPLE, BY THE PEOPLE, FOR THE PEOPLE.

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NOTICE.

Persons who are unable to secure The New Nation at their local news-stands will confer a special favor upon us by promptly informing us of the fact, in order that we may see that they are supplied hereafter. At the same time we wish to call the attention of all our friends to the fact that the way to save money and trouble, both for themselves and for us, is by sending in their subscriptions, either for a year or a less period, according to our terms announced.

We reprint another article from the admirable series written by Prof. Richard T. Ely for the Congregationalist. It will repay reading and passing round to people who think that public ownership is another name for chaos.

It will be observed that the trusts have a new device for dodging the anti-trust law. The sugar combine makes a discount of one eighth of one per cent in addition to the

usual trade discount to all dealers who agree to maintain trust prices. The new wall-paper trust gives a rebate of 10 per cent on all bills at the end of 10 months. How is this to be stopped? Neither the courts nor the Legislatures have been able thus far to overtake these combines.

The latest development at Homestead is the arrest on warrants for high treason against the state of Pennsylvania, of the members of the advisory committee of the locked-out men. Instead of warrants of arrest, gold medals ought to be awarded them; for had it not been for their influence the Carnegie works would have been in ashes three months ago. The persecution of these men is a confession of spite and weakness on the part of the Carnegie people, which not even the staunchest monopolist organs care to defend. Legally there is not a leg for these actions to stand on, and while the accused men may be subjected to inconvenience they certainly can have nothing to fear from a judicial investigation unless a Jeffries sits on the bench and poltroons in the jury box. Nevertheless the ease with which the Carnegie pirates seem able to utilize the judicial machinery for the gratification of their grudges and the intimidation of their employees is alarming. When the impression becomes prevalent among the people that the plutocrats own the courts — look out.

The Need of the Churches More Steam not More Wheels.

The Brotherhood of St. Andrew, a large lay body auxiliary to the Protestant Episcopal Church, something as the Christian Endeavor societies and Epworth league are auxiliary to some of the other churches, has just been holding an anniversary in Boston which has attracted much notice. On the whole the speeches were, as might be expected, extremely laudatory of the work of the society, but the address of Mr. Houghteling of Chicago, the founder of the order, was in a very different vein, and indeed, fell like a wet blanket on the exercises. He confessed to a deep disappointment in the results of the organization. Speaking of the remarkable numerical growth of the "brotherhood,"

he said that if it had meant a corresponding awakening of men to the real responsibilities of the Christian profession, it would be much, but for the most part he feared that it meant nothing but more machinery and a larger census. He added:

The average brotherhood man is—let us speak plainly—inefficient and insignificant. He is not what he professes to be, and he does not do what he professes to do. He is generally well disposed, decent and harmless. He conforms to the habits and customs of conventional Christianity. But he has not consecrated himself entirely to the spread of Christ's kingdom, and he does not seek first the kingdom of God and his righteousness. He holds something—much—back, and he seeks the kingdom when it does not interfere with his other seekings—pleasure, money, culture, position. He is not worse than the average male communicant, but he has neither the courage, the practice nor the weapons for aggressive warfare.

The words of Mr. Houghteling, embodied as they were in the annual report, created a decided sensation and were sharply resented by the members of the convention, who after the praise and commendation that had been bestowed on them had naturally formed a rather good opinion of themselves and their work.

We are not in a position to express any opinion as to the justice of Mr. Houghteling's criticism of the lack of self-consecration and earnestness on the part of the brotherhood; but it appears to us that the latter might have freely retorted by demanding why they should be expected to be any better Christians than the clergy and members of the churches out of which they came; why the stream should be expected to rise higher than its source.

The formation of these auxiliary organizations is, in fact, a recognition that the churches are not doing what they ought and a confession on their part of a sense of impotence to do it. The device is a futile one. If the church cannot get over the fence by its own efforts, it cannot lift itself over by any combination with its own bootstraps, however ingenious. The addition of more wheels to an engine will not make it go any better when the trouble is low steam in the boiler.

The need of the Christian churches today is not more machinery but more of the spirit of Christ, which means uncompromising opposition to the present brutal order of the world and a burning zeal to bring about the kingdom of God on earth. No man who believes the doctrine Jesus taught as to men's duty toward their fellows can for a moment be at peace with the present social and industrial system, or rest night or day from the effort to replace it with a civilization based on brotherly love and the devotion of the strong to the weak.

It was because Christ preached this gospel that the common people heard him gladly and it is because the clergy today will not or dare not preach it that the people will none of their sermons.

We look for a mighty revival of Christianity in the near future as one of the most potent influences by which the principles of nationalism are to be established, not a revival in the sense of an epidemic of alarm on the part of individuals as to their personal prospects in another world, but a revival in men's hearts of Christ's intense and burning concern for the welfare of their fellows here on earth and a limitless passion of self-sacrifice in their behalf.

The Coal Combine Still Advances.

The Boston and Maine railroad employs 11,306 men. Its

gross earnings for the fiscal year, just closed, was 15 million dollars in round numbers and its operating expenses nearly six millions. The number of stockholders was 5920, of whom 3865 live in Massachusetts. This road is the down East artery of trade from this state. The system is composed of 32 owned or leased roads, and many of these original roads were themselves formed from still smaller roads. Rumors have been floating about for a fortnight that the Reading combine has secured control of this vast property. The beauty of our railroad policy is that a majority of the 5920 stockholders consult the morning papers as outsiders do for news upon this most interesting point. There is very little necessity for the consumers to follow the news closely as they will have to foot the bill in any event.

The Richest Man in the World on the Social Question.

A reporter of the Paris Figaro, recently interviewed Baron Alphonse Rothschild, the richest of that famous family and probably the richest man in the world, upon the social and industrial question.

As to the workingmen's movement for fewer hours and better conditions of labor, the baron had a very poor opinion of it. In his opinion only lazy workmen favored an eight hour day, and if it were obtained it would do no good to the workers who, the baron declares, would only spend so much more time in the saloons.

Speaking of the great disparities of wealth which have caused so much popular discontent, the baron expresses the opinion that "with a few unfortunate exceptions, inevitable accidents, each one in general has that portion of capital which he merits by his intelligence, his energy and his work."

Here is a gentleman who evidently is not troubled with false modesty. He is credited with a fortune of three billions of francs (\$600,000,000), being the largest private hoard in the world, and must therefore consider himself, according to his theory of the distribution of wealth, as demonstrably the most meritorious person on earth. In point of fact, however, it will puzzle his biographers to find in his whole life a single meritorious deed or act of public service of any sort which would ever so little help to justify his appropriation of so vast a slice of the product of industry.

This opinion of Baron Rothschild on the distribution of riches is worth comment as illustrating one of the stupidest as well as commonest sophistries by which the inequalities of wealth are sought to be excused. Undoubtedly the man who makes himself a millionaire, often shows remarkable energy, perseverance and enterprise, but they are exercised entirely for his own benefit and do not necessarily imply any sort of service on his part to the community wherefore the latter should consent to his appropriation of an excessive share of the aggregate wealth. The fact that a man who makes a million has to work hard is no more an argument for the public policy of permitting millionaires than is the courage and nerve necessary to break a safe a justification for burglary.

Who are the richest men in the United States? Are they as a rule men of useful careers? On the contrary, are they not lucky bonanza miners, railroad wreckers, money-lenders, real estate holders enriched by unearned

increments, gigantic stock jobbers, stock waterers and speculators, beneficiaries of corruptly-obtained franchises and other legislative favors, and organizers of trusts, syndicates, combines and all manner of similar conspiracies against the people?

We are not saying by any means that there are not thousands of men of moderate wealth, who have earned it in industrial or commercial undertakings really beneficial to the community, but we do assert that with few exceptions the conspicuously wealthy men of this country have become rich by methods which are either distinctly immoral or opposed in a broad sense to public policy.

Yes, the popular prejudice is justified. Our plutocrats are bad men and injurious citizens.

To return to Baron Rothschild. Even his theory of the distribution of wealth according to desert would not cover the case of inherited wealth, which represents the source of the majority of fortunes, especially in old countries. The Figaro reporter touched him here with the question whether it would not be just on his own theory, to abridge at least the right of inheritance, since the inheritors certainly had not worked in any way for their estates. The baron replied by asking the reporter if he were married.

"Not yet," the young man replied.

"Well, when you are married and have children," said the baron, "you will suffer no attack to be made on inheritance."

It will be observed that here the baron drops his attempt to justify wealth as the reward of effort, and appeals flatly to parental selfishness. The appeal would doubtless be effectual even if not ethical, but for the fact that the great majority of parents have nothing to leave their children and the greater part of the rest have so little that they would have every interest in favoring legislation cutting off entirely or heavily taxing the descent of large estates. There is no country in which an inheritance tax big enough to break up large estates would not be one of the most popular measures that could be introduced, as we trust soon will be demonstrated.

The Trials of the Homestead Men.

Three months ago a few hundred brave men at Homestead met lawless violence with dauntless breasts and by one blow put an end to Pinkertonism in this country. People had been talking about the necessity of outlawing the Pinkertons for fifteen years, and here and there a state had done something in that direction, but the work of putting an end to the evil crew might have dragged along ten years longer, but for the act of the Homestead strikers. Their resistance to the death to these private mercenaries concentrated and brought to a head a public sentiment which Legislatures will now generally and without any more delay, put into statute form. For this act, in which the mob represented the moral sense of the whole country and led the way for the law-makers, some 200 men have been arrested and are on trial charged with murder and rioting. Technically they may some of them have broken the law, but it was in resistance to what the sense of the country at the time held to as a lawless assault and which the statute book of every state soon will declare such. Technical law-breakers, perhaps, these men were really

law-makers, and their punishment would be a substantial injustice. In ridding the land of Pinkertonism they have done a public service and we hope and trust that no Pennsylvania jury will be found to convict one of their number. Should any of them suffer judicial penalties, they may be sure that history will take care of their reputations and of those of their persecutors.

A Case in Point.

The way "free" competition works has been illustrated in the sugar business in Massachusetts during the last month. M. P. Longley, a Lynn grocer, who sells about 50 barrels of sugar a week, recently decided to reduce the price to five cents, the sugar trust price being six cents. The trust insists that the dealers shall not sell below six cents, and after Longley's reduction became known, he was told by the trust that his orders would not be filled. Longley found that the Boston dealers had been notified by the trust that a boycott had been directed against the Lynn grocer. The latter has secured a few barrels of sugar through the kindness of friends, who ordered for Longley in their own name. These statements we give on the authority of the Boston Advertiser.

If it is true as stated above, the American Sugar Refining company, otherwise known as the sugar trust, is breaking the anti-trust law. Why, then, is the trust pursuing this course? Simply because experience has demonstrated that the sugar kings can break this law with impunity. Although Mr. Longley and the United States are pitted in this matter against the trust, it is pretty evident that the trust will win. A combination of capital is mightier than Congress. Meantime the producer has to pay the shot. Is "free" competition a sound principle of economics?

A Case for a Cross-Eyed Conscience.

There is one point of national public policy which is so important from the point of view of nationalism that if either of the old parties stood for it with any degree of earnestness, we could excuse a nationalist for being tempted to vote for its ticket. We refer to civil service reform. Believing as nationalists do that the solution of the industrial problem is to be found in the conduct of all industry as public business, all influences that make for the purity and integrity of the public civil service are to them of the first importance. How then do the two old parties stand on the question of the extension of the classified civil service, with appointments and promotions only for merit, political influence being barred?

As to platforms, both parties, on this subject, indulge in the same pious platitudes, but of course nobody is affected by these. The record of the presidential candidates is all we have to go by, if we are to make a choice.

Mr. Harrison's record is very bad. During his administration 45,000 odd postmasters have been kicked out. Mr. Cleveland's record is just as bad as Harrison's, within 2,000 postmasters, 43,000 odd functionaries of this class having been decapitated during his administration.

Mr. Cleveland is ahead in merit by a small percentage, but we scarcely think it large enough to justify great moral enthusiasm in his behalf as a civil service reformer. In fact, we think Mr. Cleveland's small percentage of merit

rather more than offset by the fact that his particularly explicit and solemn pledges of a pure civil service administration were the arguments which elected him, by giving him the mugwump vote in New York.

Moreover, Adlai Stevenson, the man who as assistant postmaster-general under Cleveland decapitated those 43,000 postmasters, is this year candidate for vice-president with Mr. Cleveland. A worse black eye for civil service reform than the Chicago convention administered in nominating Stevenson for vice-president could not well have been delivered, and it was emphasized by the express and exuberant declarations of his backers that it was his record as democratic "headsman" that procured him this honor.

There could be no more conclusive demonstration of the insincerity of the so-called "independent" press, which now supports the democratic ticket on the preposterous ground of "reform," than the manner in which it has swallowed Stevenson's nomination. Supposing Clarkson, who played the part of "headsman" for Harrison, had been nominated for vice-president with him, what would not these "independent" papers have said, what language would have been strong enough for them! Nevertheless, the insult to the reform sentiment of the country would have been no whit greater than Stevenson's nomination conveys, and was explicitly meant to convey.

A civil service reformer who can justify himself in voting for either Harrison or Cleveland must have a cross-eyed conscience.

The Only Issue between the Old Parties Disappears.

Prior to the issue of Mr. Cleveland's letter of acceptance there did seem to be one point of difference between the two old parties, namely, in regard to the tariff, the republican platform declaring boldly for a protective tariff and the democratic platform declaring with equal clearness that it is unconstitutional to levy a tariff for protection or for any other purpose than to raise revenue.

Here seemed to be a real issue, but alas it has disappeared. Mr. Cleveland's letter so modifies and qualifies the declaration of the democratic platform as to make it equivalent to nothing more than a proposed readjustment of the tariff, which, it is expressly promised shall have careful regard to the manufacturing interests of the country. The declaration of the platform meant free trade pure and simple, that is to say, a system of absolutely non-protective customs duties, which is the system of Great Britain. Mr. Cleveland, however, ridicules any such idea and calls on the public not to be alarmed at "the spectre of impossible free trade."

As nationalists, we regard the issue between protection and free trade, however clearly drawn, to be of little concern to the people, representing as it does merely a controversy between the manufacturers and the merchants as to which shall fleece the public. Nevertheless there are a great many honest people who really think the tariff issue an important one and that the democracy is in earnest in proposing a radical change of policy. We recommend any such persons to take the democratic platform and compare its uncompromising declaration of the absolute unconstitutionality of any tariff for protective purposes, with Mr. Cleveland's letter in which he ridicules free trade and whittles

down the whole issue between the parties to vague talk about a modification of duties which may mean anything or nothing, and according to past experience is pretty certain to mean nothing.

British Workingmen Set the Pace.

The trades unions and indeed organized labor in general in Great Britain are decidedly more progressive than the same classes in America, except perhaps the Knights of Labor. Certainly the American Federation of Labor (a body which otherwise we highly esteem) is away behind the British trades unions in its appreciation of the industrial problem and the way out.

Evidence to hand of this statement is furnished in the proceedings of the Trades Union Congress in Glasgow for the week ending September 10.

The most important part of the business of the congress was the adoption of a series of resolutions by way of instructions to the committee appointed by the congress to attend Parliament and represent the interests of organized labor.

The following were among the measures which the parliamentary committee was instructed to demand: (1) That all local transit (street car) monopolies should be municipalized and that municipalities should be forbidden by Parliament to grant any charters for local transit to private corporations. (2) That a bill should be introduced in Parliament to restore to the nation the right in all mineral deposits, or in other words that mines of all sorts should be nationalized. (3) That the whole mining industry of coal and of metals be organized as a public business for the benefit of the community like the post office service. (4) That the factory acts (corresponding to our ten hour and other mill laws), be extended to employees in so-called domestic workshops also, with the intent to break up the sweating system. (5) That municipal authorities be compelled whenever necessary to furnish artisans' dwellings under good sanitary conditions, at moderate rent.

What is the matter with American workingmen that in this business of industrial reform, which is more important to them than anything else on earth, they permit British workingmen to set the pace?

WHY OBJECT TO THE ENLARGEMENT OF GOVERNMENT FUNCTIONS?

Fall River Herald: There is much force in the remark of The New Nation that, "while no sounder or safer in the event of a business crisis or a sudden loss of popularity than the better class of orders, the rates for insurance charged by the old companies, owing to their necessity of paying profits and the expenses of a desperate competition, are extortionate to the point of robbery." Edward Bellamy of The New Nation believes that the remedy lies in state insurance, but the objection to that method is the enlargement of the functions of government which it involves.

AN APPALLING PROSPECT.

A Michigan subscriber writes us as follows: "The president of the largest bank of the state of Michigan recently admitted to me that the logical outcome of our present institutions was a nation of serfs and criminals ruled by a plutocracy. The prospect appals him, but he sees no remedy. He dismisses nationalism as a dream, but has nothing to offer himself."

THE BETTER TIME.

As some great tree with branches spreading wide,
Expands and grows and more is glorified,
So man in men is lifted up on high,
Firm in the earth, in friendship with the sky;
The new great nation shall be like the tree,
Where all the parts harmonious we see,
The root, the stem, the branches, leaf and bud,
And all that is, in one strong brotherhood!

WILLIAM BRUNTON.

Whitman, Mass., September, 1892.

GOVERNMENT RAILROADS IN GERMANY.

[PROF. RICHARD T. ELY in the Congregationalist.]

An article in the Frankfort Gazette which I read last summer interested me extremely, because it confirmed a point which I have tried to make in my Political Economy and Problems of Today, as well as in other writings. I have held that one cause—and the chief cause—of growing monopoly in this country is the private management of those businesses which I have called natural monopolies, namely, railways, telegraphs and the like. It has seemed to me that the best way to prevent any undue concentration of business is to be found in government management of natural monopolies. This article in the Frankfort Gazette—and let it be remembered that this paper is not a government organ but bitterly opposed to the existing government—reviewed the career of the late government railway minister, under whom the railway had been acquired, and stated that the nationalization of railways had been a brilliant success, if, indeed, we may use this expression, nationalization, in its current sense, which is somewhat improper here, as we have to do, not with a nation, but with a state in a nation. The writer asked, in substance:

“What would be our condition in Germany, in view of the rings and trusts which we see all about us, if we had private railways which they could use?” The writer claimed that the impartial management of the railways had been beneficial in preventing such a growth of trusts as could be seen elsewhere. The writer referred to the unhappy experience of France under the system of private railways as contrasted with that of Germany, and held that it was most unfortunate that the “railway barons” in France had succeeded in deferring the purchase of the railways by France. He claimed that private railways had been a great injury to France, and he also referred to the experience of Switzerland, in which there is a strong party in favor of the nationalization of railways, and in which, notwithstanding a recent adverse vote, the sentiment seems to be general that the government ownership and management must come sooner or later.

Numerous other improvements under state management may be mentioned. The English cars are not properly heated, but the German cars are, and they are so contrived that the heat may be regulated by the occupants of the coupe. They are not, however, heated, like ours, by the deadly car stove, which I did not see once. There has been a marked improvement in Germany during the past decade in heating cars. There has also been an improve-

ment in providing through cars, and Germany is far ahead of us here. Even with a second-class ticket one may ride all over Germany without change of cars. One may ride even from German centers to ports in Holland without change. There is a through car, for example, from Kiel to Flushing, Holland. There is also a through car from Amsterdam to Vienna. Unless one has a Pullman ticket, one is perpetually obliged to change cars even on the best managed systems with us, as, for example, between Baltimore and Richmond, where, even with a Pullman ticket, one is frequently obliged to make a change in Washington. From Baltimore to Buffalo one must change at least once, even if one takes a Pullman car. Riding on a train in Germany I heard two of my friends discussing the improvement in regard to through cars and connections which had taken place during the last few years. There has been also an improvement in providing important conveniences on German trains which are found on American trains, but which are not found on the English trains. In some respects Germany is still behind the United States so far as these conveniences are concerned. The most important ones are still sometimes missing, and it is rarely that a dining-room car is provided.

The cheap travelling in Germany, the cheapest in Europe in proportion to quality of service, ought not to be omitted in an account of German railways. The second-class fare ought to be taken as a standard in making comparison with our ordinary first-class, because no one of any sense, unless wealthy, will travel first-class, and frequently in Northern Germany third-class is good enough for any one. The rate of travel for the American traveler in Europe ought not to average over two cents a mile, and in fact it ought to be considerably less. It is always possible—although this is not generally known by the American traveler—to buy excursion tickets, which will take in every place which one wants to visit. One can make out a list of places which one desires to visit, and if one comes back to the same place from which one started, an excursion ticket can be bought at a discount of about one third. An American professor last summer bought a ticket from Halle to Dresden, Prague, Vienna, Linz, Salzburg, Rosenheim, Munich, back to Rosenheim, thence to Innsbruck, Zurich, Lausanne, Basle, Heidelberg, Frankfort-am-Main, returning to Halle, and the price of the ticket was 137 marks and 40 pfennigs (about \$33), and the ticket was second-class except from Frankfort to Halle, which was third-class.

Perhaps the most important aspect of the nationalization of railways is the possibility of using railways under government ownership and management for social purposes. Germany has not done much in this direction; still something has been done. For example, workingmen's tickets, which any one can buy who desires, can be procured for about three eighths of a cent a mile. This enables workingmen to come to and go from their work at a small cost. The zone system has been established near Berlin and will probably be extended to other German cities and their suburbs. The zone system means that one rate of fare—and that a very low one—is charged for all places within a certain radius, and then a little higher rate is charged for all places reached by a considerably longer radius. There are three zones about Berlin. The purpose of this measure,

which it is quite generally thought will not be accompanied by financial loss, is primarily a social one. It is to promote decentralization of the population and to prevent undue crowding of the poorer people, and even of the comparatively well to do, in great centers. Government may also so manage railways that in times of depression a certain relief can be afforded. Something of this sort was done last summer and fall to help relieve distress, for the government placed unusually heavy orders for supplies of one kind and another—rails, cars, etc. Often a time least favorable for private enterprise will be most favorable for government enterprise, if government is firm and stable, because interest will then be low, the credit of the government remaining unshaken, and wages will not be so high as at other times. Of course what can be accomplished in this direction for social amelioration is limited, and it must be confessed that a great deal has not been accomplished in Germany.

"You know our railways yielded us last year a surplus of two hundred millions of marks," was an expression heard last summer in Prussia. This brings forward the financial consideration. The burden of taxation, not at all crushing in Germany—not nearly so great as ordinarily imagined, not so great, in fact, as in many American cities—would be a far more serious one were railways private property. This surplus is used either to diminish taxation or to prevent an increase in the tax rate. The entire gain to Prussia, however, is not seen in the splendid financial surplus, but in diminished charges. The diminished charges in Prussia amount on the freight and passenger traffic to about one hundred million marks a year as compared with the rates of traffic when the railways were managed by private corporations. It is a criticism often passed, on the other hand, that too great a proportion of the revenues of the railways has been used for general purposes and that not enough has been used for improvements. The policy of the government in conciliating taxpayers has been in this respect somewhat short-sighted.

Last summer the Prussian railway minister, Herr von Maybach, resigned and a new minister was appointed. Each railway minister will naturally wish to leave a record of progress under his administration. The record of Minister Maybach was the successful purchase of the private railways and their organization under government administration. The present minister is evidently more inclined to introduce greater conveniences, more elegant cars and facilities for more luxurious travel. There seems to be a tendency to adopt some of the luxuries of American travel, a very good thing for those who can afford to pay for them but not of much consequence to the ordinary peasant unless they have a tendency to improve every class of railway travel, which is, perhaps, more or less doubtful. But at any rate each minister must want to leave behind him some improvement, and it must be remembered that this signifies much and is a powerful argument in favor of the German system. Even a little improvement introduced at once into the whole country means a great deal. It requires with us a struggle to bring about the same improvement on a single road, and the process of general improvement is a long and weary one.

HOW THE TRUSTS EVADE THE LAW.

Boston Journal: "Whether the present proceedings against the Chicago Gas company are for speculative purposes or not, they call attention to one phase of the trust problem which will have to be given serious consideration. The Chicago Gas trust was organized five years ago, with a capital of several million dollars. By its charter the corporation was authorized to build and maintain a gas plant, and to operate the works of any other company. Instead of undertaking the objects contemplated in its charter, however, the trust devoted itself to securing a control of the stock of the existing gas companies and proceeded to raise prices to consumers. But this scheme was knocked out by a decision of the Illinois supreme court. The managers of the trust nominally submitted to the ruling and surrendered their charter. The stock of the various companies had been deposited with the Fidelity Insurance Trust and Safe Deposit company of Philadelphia and the supposition was that on the dissolution of the corporation these would be distributed again pro rata. But this has not been done. The shares are still held in Philadelphia. The Chicago gas companies send their earnings to Philadelphia and there they are divided among the holders of the Fidelity certificates.

"For all practical purposes the consolidation of the Chicago gas companies is as perfect as it was under the trust. And it is for that reason that a Receiver is said to have been applied for to break this up and take the plants for the manufacture of gas under the direction of the Court. What may come out of this remains to be seen. But one thing is clear, the breaking up of this transformed combination will not bring the relief which the Western gas consumers seek. The majority of the stock in those companies is owned by the same persons, and it is for the interest of their properties that they be conducted in harmony. The courts may say that the stockholders cannot consolidate their properties, but it cannot insist that they shall use one plant as a weapon to keep down the receipts of the other. So, whether the associated companies are conducted as one or as a dozen, the policy, as long as the shares are held as they are now, will be a unit. It is in the same line with President McLeod's words relative to the Reading leases. It makes no difference, said he, whether this formal arrangement is allowed to stand or not. As long as the Reading has the control of the Lehigh and Jersey Central it can accomplish by mutual understanding what it has now sought in definite contract."

THE ONLY WAY OUT.

An Alabama correspondent writes us as follows: "Enclosed I send you 25 cents toward the fund you solicit in 24th of September issue of The New Nation, the fund to be used for three months subscription of above paper to send to voters. All business has gone to smash in this part of the country, through the workings of the beautifully free competitive system. People who, three years ago had wealth, are actually hungry in this town today. Some of us think your way is the only way out of the trouble; more would so think if they were better informed regarding it. The thing to do is to spread the literature. To quote Will Carleton, 'You are doing the politics splendid.'"

NATIONALISM IN POLITICS.

CLOSING WEEKS OF THE STRUGGLE.

Enthusiasm all Along the Line. Organizing Victory. What the Papers say. Note and Comment.

The political event of the week has been the semi-official announcement that Judge Gresham of the United States circuit court will cast his ballot for Cleveland.

When it was stated the week previous that Mr. Powderly would vote for Harrison, we promptly cautioned our readers against the sensations of the closing weeks of the canvass. That rumor has been set at rest by Mr. Powderly's own words. Time will tell where Judge Gresham stands. What the people's party leaders do know is that there has not been the ghost of a chance for Gresham's voting for Harrison. He has said repeatedly that the republican party is in the hands of the monopolists. He has also expressed approval of the principal planks of the Omaha platform, and the only doubt he has expressed is his fear that things are so far advanced that bloodshed is unavoidable.

Whatever changes may have taken place in his mind as to the wise course to pursue in this campaign, we are confident of his belief that with the new party rests the hope of the republic.

The representative of the New York Times who is making a tour of the Southern States told a story of democratic triumph until he reached Alabama, where he was forced to admit that the bourbons were in a tight place. "What appears to be needed," he writes, "is a spirit of conciliation exercised with a view to bringing into the democratic line the men who are not to be infatuated with the Kolb controversy and not so resentful toward the opponents of Kolb as to be quite beyond recovery. One disadvantage that the regular democrats labor under is in being opposed by a secret organization, bound together by mystic ties and directed by the orders of a brotherhood that dreams of a government controlled by and administered by agriculturists and for the purpose of making agriculture profitable by legislative means rather than by the study of the natural laws of husbandry and trade."

"The natural laws of husbandry and trade" is good. The southern planters having been plundered in turn by the railroad corporations, the money-lenders and the advocates of the "honest dollar" through monopolies secured "by legislative means," are asked to continue to follow the natural laws of husbandry and trade, and trust the democracy to tend to the legislation. The planters produced an unprecedented crop of cotton last year, and, thanks to legislation, they got an unprecedentedly low price for it. Now the fact is that the planter of the South like

the farmer of the West, has reached the conclusion that the natural laws of husbandry and trade are not "in it," and that sound agriculture begins at the ballot-box.

Chairman Breidenthal of the Kansas people's party central committee has been arrested, charged with a neglect of the corporation law. He is treasurer of a co-operative colony in Mexico, and the arrest, like that of the recent arrest of Farmers' alliance men, seems to be a part of the republican plan of campaign. Breidenthal's arrest, so we learn from Kansas people, will materially increase the populist vote.

Gov. Buchanan of Tennessee, populist, has also been rotten egged. There are other signs showing the breaking up of the solid South. The people's party is doing it.

The Central Labor Union of Cleveland, O., has adopted a platform demanding the abolition of the national banks, and calling for government ownership of railroads, telegraphs and telephones, the municipal ownership of street railways, lighting plants and the adoption of the referendum. There is the ringing note of reform in these demands, and some good politics may be looked for in Cleveland.

Massachusetts Notes.

We again remind our friends that the time to file nomination papers is very short. The names should be in Boston by the 13th.

Capt. Edward S. Huntington addressed the Second Nationalist club of Boston, Sunday evening; subject, "Industrial Transition." He gave an admirable review of the stages through which society has passed, and he saw in the present economic disturbances the signs of a better order of things in which the competitive idea in business will disappear.

Harry Lloyd addressed a people's party rally at Park hall, Lynn, September 30. The meeting was held under the auspices of the Lynn people's party club, which proposes to meet every Friday evening during the campaign.

We would remind the treasurers of the various people's party clubs that they are required by law to keep a strict account of all moneys collected and spent during the canvass.

The Massachusetts convention of the Haverhill labor party last week proved to be overwhelmingly people's party in sentiment, and after indorsing the populist nominations for the Legislature and Senate the convention adjourned.

The Tremont Temple Movement.

The ratification meeting of the people's party of Massachusetts at Tremont Temple on the evening of the 13th will be presided over by George F. Washburn of Boston. Hon. Henry Winn of Malden, the populist candidate for governor will speak on the issues of the campaign. Herbert McIntosh of Worcester, candidate for attorney-general, will speak on the money question; William J. Shields of Boston, candidate for lieutenant-governor, on labor, and

George Kempton of Sharon, candidate for secretary of the commonwealth, on the liquor traffic. Edward Bellamy has been asked to address the meeting and distinguished speakers from abroad are expected.

The Feeling in Ohio.

In Ohio the woods are full of reform and people's party sentiment, and at the same time the old party feeling is at low ebb. Three weeks ago the republicans advertised a rally at Woodsdale Island, near Cincinnati, McKinley, Clarkson and Mrs. J. Ellen Foster being the speakers. Sixty-eight cars were ordered at Cincinnati. Arrangements were made at Woodsdale Island for 20,000 people. Only 17 of the 68 cars were used and 545 tickets sold at Cincinnati. One special train was called off and the crowd did not exceed 1500. The democrats had advertised a rally at Woodsdale Island, but the experience of the republicans frightened them, and they gave up the meeting. There is a people's party club of 250 at McKinley's home, and if the friends of the new party would work from now until November the results on election day would create a sensation.

Republican or Democrat, the Laborer Loses.

"If instead of electing the president of the United States through the electoral college," says T. V. Powderly in the Journal of the Knights of Labor, returning to the third party issue once more, "we decide the contest by popular vote and the man who had the greatest number of votes would be elected, and if Harrison had one million votes, Cleveland one million votes and Weaver, one million votes, none of them would be elected. Suppose that I had not yet voted and that no one else could vote after me, my vote would decide the issue, would it not? Now the advice that I ask for is — which of the three should I vote for? I will venture the assertion that a million workingmen in the United States would make ready to march to Scranton to hang me for being a traitor if I did not vote for Weaver. They would be right. I would be a traitor, and I really believe that I should be hanged for not voting for him. I quite agree with the million who would hang me for treason, and they should not refuse to agree with me when I say that each workingman who will not vote for him should be regarded in the same light. Coming as close as one vote is what would cause the million to make ready to hang me, and it is only fair to presume that among the million there would be some hundreds of thousands, more or less, who did not vote for him themselves. The thought that each vote is required to foot up the grand total does not seem to weigh before election. 'Fear of the other fellow' should not influence us, for, no matter which of the two old parties win, we will lose. Without waiting to know how the other million intend to vote, I have resolved to give mine to Gen. James B. Weaver, and in doing so I will be acting consistently with the instructions given me by the general assembly, which directed me to assist in framing a political platform to which we may give our support at the polls."

Gov. Penoyer of Oregon Scores the Old Party.

Gov. Penoyer of Oregon is stumping his state for the people's party. Speaking at Roseburg last Saturday he said: "I shall this evening defend the doctrine, as heretofore, that the bulk of federal taxation should be levied upon the wealth rather than upon the labor and industries

of the country; that there should be free and equal coinage of both gold and silver money; that both should be full legal tender, and that paper money required by business interests should be issued direct by the government rather than by private banking associations, which, like gold and silver, should be legal tender. It is true, however, that in advocating these measures now I find myself outside of the political organization to which I formerly belonged, but this is neither my fault nor my misfortune. It is the fault, if not misfortune, of the late democratic party, which, having abandoned its principles, now ought by right to abandon its name. A great political party has at last proved recreant to all traditions, and forswearing its fealty to the cause of the people has knelt in blind, idolatrous devotion at the shrine of the man whose sole distinguishing characteristic is his stubborn subserviency to the demands of monopolists. The nomination of Harrison and Cleveland, of like principles and policy upon the leading questions, by opposing political parties, is quite an anomaly in the political world. But, fortunately for the country, a new party has entered the political arena in antagonism to both of the old parties. Instead of raising the bulk of national revenue by tariff taxation, which falls with unjust and unequal weight upon the labor and industries of the country, it would transfer the bulk of burden by an income tax upon the wealth of the nation, where it justly belongs. The only just standard of taxation is the one which compels a man to pay according to his wealth."

Note and Comment.

Harry Lloyd stumped for Weaver in Connecticut all the week.

Rufus Batchelor of New York is holding three meetings a week in the 23d Assembly district. Speaking is mainly from "cart-tails." A populist meeting at Yonkers last Saturday was attended by 3,000 people.

The populist leaders at Pittsburg, Pa., have headed off an old-party scheme to practically keep the third party ticket off the official ballot.

The people's party candidate was knocked off the platform in the 4th (Miss.) district by a democrat. The populist is still stumping the district, and as he is accompanied by an armed guard, no one molests him.

Wyoming's electoral vote may go to Weaver also. The democrats will not run a separate presidential ticket.

The populists are running an electoral ticket in Louisiana.

The fight in South Dakota is between Weaver and Harrison.

Bateman, the people's party candidate for governor of Maine, received 3,005; Knowlton, labor, received 1,660. Both the Bateman and Knowlton wings of the party will vote for Weaver, making a total of 4,665. This places the people's party in Maine next to the old parties in numerical strength.

The State and Electoral Tickets.

Governor, Henry Winn of Malden.

Lieutenant-governor, William J. Shields of Boston.

Secretary of the Commonwealth, George Kempton of Sharon.

Treasurer, Thomas A. Watson of Braintree.

Auditor, Maurice W. Landers of Springfield.

Attorney-general, Herbert McIntosh of Worcester.

For presidential electors: At large, Edward Bellamy of Chicopee, George F. Washburn of Boston. District 1, I. M. Miller, Pittsfield; 2, W. O. Taylor, Orange; 3, L. M. Berry, Spencer; 4, A. F. Hall, Hudson; 5, H. W. K. Eastman, Lawrence; 6, J. B. Woodfin, Marblehead; 7, J. E. Clements, Lynn; 8, A. J. Philpott, Arlington; 9, Henry Lemon, Boston; 10, G. J. Moulton, Boston; 11, E. L. Metcalf, Franklin; 12, T. S. Hodgson, Middleboro; 13, F. E. Peck, East Wareham.

The Platform.

We, citizens of Massachusetts, in convention assembled, do reaffirm and adopt the preamble, platform and resolutions put forth by the Omaha convention of the people's party, July 4, 1892.

The people's party of Massachusetts declares its purpose to resist the domination of wealth, to establish justice among men irrespective of their holdings, and to advance the interests of the masses of our citizens by checking the extortions and frauds largely sanctioned by laws which are committed by or in the interest of the plutocratic few.

We commend the multiple standard as the scientific method of fixing the volume of a legal tender currency and preserving the uniformity of its purchasing power.

We demand a doomsday law with sufficient penalties to procure sworn lists of all personal property and its taxation by a state assessment at a uniform rate in all municipalities, with a distribution of the proceeds to all the cities and towns on a fair basis.

We welcome the union of the labor forces consummated at Omaha, and believe that it is the function of government to protect the right to labor, and for that end to provide temporary employment for the unemployed until they can secure work elsewhere, and to open public employment agencies for employee and employer without expense to either.

We demand that all public employees, municipal, state and national, be brought under a classified civil service system, without discharge except for cause after hearing.

We demand that convicts be employed exclusively by the state, and not let out to contractors.

We demand a strict enforcement of the law regulating child labor, and also the raising of the school age with general provision for industrial training.

We favor a constitutional amendment providing that there shall be no discrimination between the rights, privileges and exemptions of the sexes in the matter of suffrage or otherwise.

We favor annual state elections.

We believe that the solution of the liquor problem lies in the elimination of the element of profit, and therefore demand that the sale of liquor shall be exclusively carried on by the states at cost, through salaried officials in such municipalities as shall apply for such agencies, and that the national government shall regulate the importation, manufacture and transportation of all intoxicants so as to protect the states in their exclusive management of the same.

Inasmuch as the business of insurance is at present expensively and insecurely conducted at prices substantially fixed by a combination of the companies, we demand that the state undertake life and fire insurance for its citizens without profit beyond the margin necessary to secure the state from loss.

We call upon Congress for some form of national regulation of the coal supply to protect the people from the extortions of monopoly.

It having been found that the authority could not be conferred upon the municipalities to establish coal and fuel

yards, we demand extension of power to the Legislature to authorize them to carry on any business, not for profit, but when necessary to protect their citizens from monopolistic combinations.

We protest against the contract system as used in the employment of labor by municipalities, and favor such laws as will end the pernicious habit.

We favor legislation providing for the Swiss system, known as the initiative and referendum.

SHOULD BE TAKEN IN HAND BY THE STATE.

The American Stationer notes the fact that two paper finishers had been discharged for being absent from their work. They were militia men and were on duty at Homestead. The Stationer says: "Any employer guilty of such an act deserves the severest reprobation and should be shunned by law-abiding citizens. More than this, he should be punished, and if there is no statute under which he can be made to expiate his offense, legislation should be invoked to prevent the repetition of anything so subversive of justice and of public peace. We feel that we cannot too severely condemn such conduct." The Newsman, published at New York is moved to remark on the above: "So you deny the right of the employer to discharge. You would incorporate a law into the statutes giving the state the right to interfere." We wonder how far the press with a capitalist feather in its hat like the Stationer will pursue the laborer? This thing is evidently to go on until the public sees that every business that grinds out one millionaire and a thousand poor men must be taken in hand by the state and run for all.

THE MARCH TOWARD SLAVERY.

It is a common practice in Tennessee to arrest men out of employment for vagrancy and trivial offenses. By this means many men who are law-abiding citizens are found to work in the convict camps. We clip the following advertisement from a Norfolk (Va.) newspaper which shows that this abominable practice is spreading: "This is to notify all dredgers, woodsmen and farmers that the police court of Norfolk will furnish vagrants and hire them out for three months, with the privilege of working said vagrants with ball and chain if necessary, or will furnish the said vagrants to the superintendents of any public works in this city, to work with ball and chain, for three months. I hereby ask all officers to arrest, according to law, all persons who have no visible means of support, and if the supply exceeds the demand, I will send them to jail for three months to be fed on bread and water. This is done at the request of the board of health as a sanitary measure, and under the authority vested in me by section 885, Code of Virginia.

POLICE JUSTICE J. F. EAST."

NEEDHAM NATIONALIST CLUB.

Mrs. S. H. Merryfield and Mrs. H. S. Luscomb attended the meeting of the Needham Nationalist club on the 27th and took part in the proceedings.

A Colorado correspondent writes: "I expected to meet at the Omaha convention one nationalist to 11 one-idea reformers. I met 11 nationalists to one one-idea man."

NATIONALISTIC DRIFT.

Items of Industrial, Political, Social and Commercial Intelligence indicating the approaching Breakup of the Present System and the Tendency through Business Combinations and Public Control of Industry toward Complete National Co-operation.

Massachusetts.

Peabody started its municipal electric light plant last Tuesday night. This is the first town in the state to avail itself of the law passed by the Legislature of 1891, permitting municipalities to engage in this service. It has 150 arc lights of 1200 candle power, and consists of a brick power station, 150 horse power engine, with two 125 horse power boilers and four dynamos with a capacity of 194 arc lamps. Braintree will have its plant in operation in a few days.

Wakefield held a meeting Monday evening to see what action the town would take in relation to the purchase of the Citizens' Gas company of Reading, South Reading and Stoneham, which supplies the citizens of Wakefield with both gas and electric lights. The price asked by the company for its plant is \$200,000, and that being considered an exorbitant sum, the town voted not to purchase, but as it voted a few weeks ago in favor of a municipal plant, steps are taken to bring the matter before a board of arbitration, as provided by law in cases when an agreement cannot be reached otherwise.

Iowa.

Bloomfield has purchased and will hereafter operate its own electric light plant.

Pennsylvania.

Having become convinced that the poor people who buy coal in small quantities are often cheated in weight, Mayor Gourley of Pittsburg has determined to have the business of coal selling closely watched this winter. The city has erected scales in a number of convenient places throughout the city, where coal can be weighed in case the customer has any doubt as to the correctness of the number of bushels named in the certificate. A penalty can be imposed if there is no certificate accompanying the coal, and also if it is found to be false. An officer has been detailed to see the law strictly complied with.

Illinois.

The brewers of Milwaukee and Chicago, who are acting as agents of the English syndicate that bought up their properties some time ago, are now contemplating the purchase of about 2,000 of Chicago's saloons. It is thought their object is to get an absolute control of the retail trade through ownership of the retail saloons, thus enabling them to freeze out other saloons, and obtain the same control over them they have now over the wholesale liquor business.

California.

In an editorial the Sacramento Evening News, a republican organ, said: Now that the city trustees seem to be in a contemplative mood regarding street railway franchises, the News ventures to renew its suggestion, made ever so many months ago, that all such institutions shall hereafter be built and operated by the city. Street railway affairs could be handled as well as the city water works. True, the present methods of collecting the water rates are susceptible of improvement, but with all the laxness of methods and neglect of details, the water works pay a big revenue into the city treasury every year. The returns from the street railways would bring revenue to the city's strong box, and very soon there would be no debt and no

bondholders to abuse. City taxes would be reduced so low that they would no longer be burdensome and factories by the score would spring up in our midst.

In commenting upon the discrimination in railroad rates, the San Francisco Chronicle says: "The custom is a vicious one, but there is probably no way of stopping it except in the way the Chronicle has often suggested, the government control of railways. Under that system the only competition would be one of superior effectiveness and improved service, and of course there would be no object in the paying of commissions to secure business. Passengers would be at liberty to select any road they choose, the choice being governed by convenience and similar considerations. There are indications that the time is coming when the people, through the agency of the federal government, will take the matter of transportation into their own hands, and then passengers and freight will be carried as cheaply and successfully as the mails now are.

Miscellaneous.

At a recent meeting of writing paper manufacturers held at Springfield, Mass., it was thought probable that the combination would be able to advance paper at least two per cent.

The North Shore Traction company of Massachusetts is the name of a syndicate of capitalists recently formed in Camden, N. J. for the purpose of combining and running the horse car lines leading from Boston, Lynn, Marblehead, Salem and other towns along the north shore of Massachusetts Bay, to be operated by the underground trolley system. The capital stock in \$6,000,000.

The National Wall Paper company, the formation of which we announced in a late issue, is getting in its work in good shape. Letters soliciting business have been sent to many dealers, accompanied by a form of agreement to the effect that the National company contracts with the purchaser that if he shall deal exclusively with the company for 10 months, the latter will, after 11 months, pay to the dealer 10 per cent of the total amount bought by him for the time specified in the contract. As there are only two important concerns outside the trust, it would look as though the combination could manipulate prices to suit themselves.

So much has been said about a brass trust that it has called forth a statement from Thomas B. Kent, vice-president of the Holmes, Booth & Hayden Manufacturing company of Waterbury, Ct. He says that no trust will be formed, but that the brass manufacturers of the Connecticut valley have met several times to discuss the advisability of consolidating their interests, and hopes it may be effected by the beginning of another year. Under the plan proposed shares will be allotted to each concern in direct ratio to the actual value of the plant. The capitalization would be from \$12,000,000 to \$15,000,000.

No better illustration of the rapid combinations that are taking place in business, and the consequent freezing out of small companies can be found, than the census report on the telephone business ending Dec. 31, 1890. We give the table in full for reference:

	1880.	1890.
Number of companies, firms and persons reporting	148	53
Total investment	\$14,605,787	\$72,341,736
Gross earnings	3,098,091	16,404,583
Gross expenses	2,373,703	11,143,871
Net earnings	724,378	5,260,712
Number of exchanges	437	1,241
Number of telephones and transmitters	108,638	467,356
Miles of wire	34,305	240,412
Number of employees	3,338	8,645
Number of subscribers	48,414	227,357
Number of conversations		453,200,000

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to Johnsonville, Sleeping Car Rotterdam to
Chicago.

Montreal Line.

Fitchburg Depot, Lv. Boston via Fitchburg, Central
10.30 a. m. Vermont, Grand Trunk,
Chicago & Grand Trunk, ar-
riving at Chicago 9.30 P.M., next evening, only
one night out. FARE, \$18.00, First Class.
Has Parlor Car to Montreal, Vestibule Sleep-
ing Car to Montreal to Chicago.

Montreal Line.

BOSTON & MAINE, Lv. Boston via Boston &
Lowell Depot, Maine, Southern Division,
11.00 a. m. Concord & Montreal, Central
Vermont, Grand Trunk
and Chicago & Grand Trunk Rys., arriving at
Chicago at 9.30 P.M., next evening, only one
night out. FARE, \$18.00, First Class. Has
Pullman Vestibule Sleeping Car Boston to
Chicago without change.

Niagara Falls Route.

Daily, Sunday included.

Fitchburg Depot, Lv. Boston via Fitchburg,
3.00 p. m. West Shore, Grand Trunk,
Chicago & Grand Trunk Rys.,
arriving at Chicago next evening at 9.30 P.M.,
FARE, First Class, \$21.00. Has Sleeping
Car to Niagara Falls. Sleeping Car Niagara
Falls to Chicago.

Niagara Falls Route.

Fitchburg Depot, Lv. Boston via Fitchburg,
7.00 p. m. West Shore, Grand Trunk,
Chicago & Grand Trunk Rys.,
arriving at Chicago 8.00 A.M., the second
morning. First Class FARE, \$21.00. Has
Sleeping Car Boston to Chicago without
change.

Montreal Line.

Daily, Sunday excepted.

BOSTON & MAINE, Lv. Boston via Boston &
Lowell Depot, Maine, Concord & Mont-
7.15 p. m. real, Central Vermont,
Grand Trunk, Chicago &
Grand Trunk Rys., arriving at Chicago the
second afternoon at 4.50 P.M. First Class
FARE ONLY \$18.00. Has Wagner Sleeping
Car Boston to Montreal, Pullman Sleeping
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3 Boylston place. The public are cordially
invited.

Haverhill.—First Nationalist, business meet-
ing, 2d Wednesday of each month. Meeting
every Sunday evening at 8 P. M., at 73 Mer-
rimack street, rooms 5 and 6. (Pamphlets
solicited.) Rooms open every evening.

Needham, Mass.—Nationalist Club holds
regular meetings the third Monday in every
month. Additional meetings for outside
work, as desired. E. P. Washburn, Sec.

Oakland, Cal.—The New Nation Club, busi-
ness meeting, 1st Monday of each month.
Public meeting every Friday at 8 P. M. 865
Broadway. (Reorganized from 1st National-
ist.)

Philadelphia, Pa.—First Nationalist meets
1st and 3d Friday evenings, at Earley's hall,
1321 Arch street.

San Francisco, Cal.—The Pacific Club
holds weekly Sunday evening propaganda
meetings, at 909½ Market street.

South Framingham, Mass.—Club does not
meet regularly. W. D. McPherson, secre-
tary, solicits correspondence and pamphlet
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The E. Arthur See Co., Harvey, Ill.

NOTICE.

All Nationalist and People's Party men in
the 2nd Senatorial district (comprising the
towns of Bellingham, Brookline, Dedham,
Dover, Foxborough, Franklin, Medfield, Med-
way, Millis, Needham, Norfolk, Norwood,
Sharon, Stoughton, Walpole, Wellesley and
Wrentham), will find it for their interest as
well as that of the party, to send their names
and addresses at their earliest convenience, to
C. Atherton Hicks of Needham, a member of
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Lessons in Sanitary Plumbing.

LESSON NO. 7.

To accomplish the cleansing of the waste pipes by powerful water flushing as explained in our last lesson, all the Sanitas Fixtures are constructed on the principle of the Flush Pot. The accompanying cut represents the

SANITAS KITCHEN SINK.

This device has successfully solved the problem of the disposal of kitchen and pantry waste water.

It is absolutely automatic in its action, and to this feature is largely due its great success.

It is so constructed that it must always do its work correctly and completely, and it cannot be made to do otherwise, even by the greatest ignorance or neglect on the part of the user. It operates on the principle of the intermittent automatic flush tank, keeps the waste-pipes clean, and obviates the necessity of using a grease trap. It is provided with an accessible seal-retaining trap constructed on the principle of the Sanitas Trap.

In our next lesson a section of the Sanitas Sink will be given showing in detail its construction and operation.

Manufactured and Sold by the

Sanitas Manufacturing Company,

SMITH & ANTHONY STOVE Co., Proprietors, Boston, New York and Chicago.

